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Engineers of above-norm-weight trains attained special successes. In the first half of 1953 they operated 14,825 above-norm-weight trains and transported on them 5,077,000 tons above the established weight norms.

INDEXES FOR TRAFFIC GRAPH OF FREIGHT TRAINS, JULY 1953 -- Moscow, Gudok, 4 Aug 53

In July the best indexes for the completion of the traffic graph of freight trains were attained by the Baltic, Kalinin, Southwestern, L'vov, Southeastern, Northern, Belorussian, Southern, Moscow-Kursk-Donbass, Volga, Far Eastern, Moscow Ryazan', Pechora, Ashkhabad, Toms, Kuybyshev, Odessa-Kishinev, Moscow-Kiev, October, Gor'kiy, and Donetsk railroad systems.

Unsatisfactory in the completion of the traffic graph of freight trains were the Ufa, Krasnoyarsk, Transbaykal, East Siberia, Omsk, and Orenburg railroad systems.

ABOVE-NORM LOCOMOTIVE OPERATIONS ON SOUTHERN SYSTEM -- Moscow, Gudok, 14 Aug 53

In the past 2½ years more than 56,000 above-norm-weight trains have been operated on the Southern Railroad System. On these trains 14.5 million tons of freight above the norm have been hauled. Through these operations the state has saved over 6.1 million rubles. The number of engineers of above-norm-weight trains is also increasing from year to year. In 1952, 7,616 more above-norm-weight trains were run than in 1951 on the Southern System.

Of special importance is the fact that not only the number, but also the average weight of above-norm-weight trains has increased. In 1952, the average weight was 276 tons more than in 1951. During the past 5 years the weight of trains has increased more than 13 percent. The average daily run of engines during this period has increased by 46 percent.

During the past 5 years the between-running-gear repair run of the locomotive in kilometers has increased 27.5 percent. Especially important is the fact that the long runs between running-gear repairs have been achieved not just by individual locomotives, as formerly, but by almost all engines. The increase in between-running-gear repair runs saved 1.3 million rubles in 1952 by reducing the number of engines placed in running-gear repair. The average norm of the system for between-running-gear repair runs was surpassed by 15 percent.

Another significant index for improving the condition of the locomotive inventory is the reduction in the number of engine breakdowns on the road. In 1952, the number of engine breakdowns was 22 percent less than in 1951, and during 1953 engine breakdowns while in operation have been 37 percent less than in 1952.

Magnetic detection of defects is one of the best methods for the maintenance of parts. In 1952 alone, in terminals of the Southern Railroad System almost 212,000 engine parts were inspected by this method. Faulty parts were replaced immediately, thus preventing breakdowns on the road. So far in 1953, despite the fact that the work of locomotives has increased significantly and the number of inspected engine parts has increased 37 percent, fewer parts have been condemned and replaced than in 1952.

From 1949 through 1952, the norm for the run of engines between washing repairs increased by more than 13 percent. This means that periodic inspections of engine parts are being done less often. However, the number of defects found during inspections has not increased, but has even decreased. During 1953, the Southern System has succeeded in raising the norm of between-washing-repair runs by 10 percent, maintaining at the same time the appropriate order and standard periods of inspection of basic parts.

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FAILURES IN SUPPLYING EMPTY FREIGHT CARS -- Moscow, Pravda, 14 Aug 53

On 8 July 1953 Karpov, Deputy Minister of Railways, directed the Kalinin Railroad System to supply 49 empty freight cars to the Guzyatino station for the shipment of wool. When the directive was not complied with, the ministry sent a second directive on 24 July, but in answer to this the railroad system sent only nine cars. The ministry sent a third directive to the Kalinin System on 8 August, but Kon'kov, deputy chief of the Kalinin System, and the heads of the traffic department and the freight office did not fulfill these orders. As a result, the wool has not yet been sent to the textile enterprises.

In agreement with the directive of the Ministry of Railways, the railroad systems were obliged to supply empty freight cars for the hauling of cattle, depending on the demands of the procurement organizations. However, during the first 7 days of August the Ashkhabad Railroad System did not haul cattle, and as a result 900 empty cars accumulated on the system. The Odessa-Kishinev and the Southern railroad systems supplied insufficient cars for the hauling of cattle to the Moscow Meat Combine. The Donets Railroad System continuously fails to fulfill the norm for the shipment of salt for enterprises of the fishing industry, chiefly for the Far East. In June, the Donets System delivered 1,100 cars below the norm to the salt mills and for 11 days of August, 527 cars below the norm. The Ordzhonikidze and the Volga systems are retarding the shipment of fish.

Through the fault of the Moscow-Kursk-Donbass, October, and Northern railroad systems, the dispatching of fabrics has been held up from the Orekhovo-Zuyevo and Kalinin cotton combines, and from the Ivanovo base of Glavtekstil'torg, Main Administration of Textile Industry Trade of the former Ministry of Light and Food Industries/. The Leninabad combine is having difficulty shipping silk in small consignments on the Tashkent Railroad System.

Very few railroad stations are permitted to receive and dispatch freight in small consignments. In most instances the railroad people demand that commercial organizations hold their freight until full carloads can be supplied. This holds up the dispatching of goods for a considerable time and in agricultural localities it often leads to spoilage.

Another great problem is container shipments. There are still too many stations where there are no accommodations for the reception and dispatching of containers. It is impossible to dispatch goods in containers to certain oblast centers, such as Chita and Arkhangel'sk, and to the towns of Michurinsk, Arzamas, Millerovo, Krasnoufimsk, Kamyshin, Svobodnyy, and others.

Kishinev, Sovetskaya Moldaviya, 27 Aug 53

On the Bessarabskaya Division, Odessa-Kishinev System, there is a constant demand for quicker dispatching of vegetables, fruit, and other perishables. However, the railroad workers will not hurry, but hold up this freight at the stations. For example, on 15 August, 246 cars of freight were to be dispatched, but only 70 cars were made available at the loading points. Many carloads of grain, poultry, and canned goods were left behind. "There is nothing we can do," the workers claim, "we simply do not have the cars at our disposal."

At many stations rolling stock is being utilized poorly. The Bessarabskaya Division from month to month is not complying with the norm for car turnaround time. In June alone, hundreds of cars were not loaded and dispatched.

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The norms for car layovers, especially at such important stations as Tiraspol', Bessarabskaya, Vulkaneshty, and Tarakliya, are far from being met? Recently, at the sidings of the Tiraspol' station a large number of cars remained for unloading for over 20 hours.

The lack of empties is directly attributable to the same people who hold up the cars during unloading. At the Bendery station, for example, in July the total time for car layovers was 3,270 hours above the norm. The Bendery Canning Factory, Construction Trust, Rayon Consumers' Union, and other organizations were especially poor in this regard. During June and July the enterprises of Bendery have paid to the railroad industry nearly 20,000 rubles in demurrage charges.

Minsk, Sovetskaya Belorussiya, 5 Sep 53

Thousands of tons of grain are arriving at the Gomel' river port for transfer to the railroad and shipment to various parts of the country. Despite the fine work of the river workers in the delivery of grain to the port, the railroad workers of Gomel' of the Gomel' Division, Belorussian Railroad System, are not providing the port with the needed cars for hauling the grain.

During 18 days of August, 775 cars were demanded for grain shipments but only 461 cars were supplied. The Ministry of Railways has ordered the Belorussian System to supply 50 cars daily for grain shipments, but the directive is not being fulfilled.

ELECTRIFICATION OF NORTHERN AND TRANSCAUCASUS SYSTEMS IN PROGRESS -- Moscow, Vechernyaya Moskva, 1 Aug 53

Electric traction is to replace steam on the Savelovo line and the Moscow-Aleksandrov sector of the Northern Railroad System.

Moscow, Gudok, 13 Aug 53

On the stretch of track from Mikha-Tskhaya to Sukhumi, Transcaucasus Railroad System, a huge construction job is currently being carried out for the electrification of the line. The constructors are building foundations for the catenary system, erecting poles, and installing the copper wiring through which the current will soon pass. In the near future electric locomotives will be hauling trains along the shoreline of the Black Sea.

Not far from Sukhumi a power transformer substation and a worker's village are being constructed. Two large houses, a mess hall, a club, and a polyclinic have already been built. Now the constructors are building two houses, each containing 12 apartments.

CAPITAL REPAIR OF COAL BASE AT MOSCOW STATION BEHIND SCHEDULE -- Moscow, Moskovskaya Pravda, 9 Sep 53

The coal base at the Moscow station on the Moscow-Kursk-Donbass Railroad System in the winter provides fuel for nearly 200 enterprises of the city. In May the base was closed for capital repair which was supposed to be finished no later than July. But the construction department of the railroad system organized the work so poorly that now, in September, not even one third of the repairs have been completed.

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CONSTRUCTION ON AGRYZ-PRONINO-SURGUT RAILROAD LINE -- Moscow, Pravda, 2 Nov 53

On 1 November 1953 traffic of work trains opened on the section of the Agryz-Pronino-Surgut line between the stations of Kul'sharipovo and Koleykino. From Koleykino, in the direction of the village of Aktash, 3 kilometers of track were laid.

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